

# Port Tacks

The Finger Lakes Yacht Club – Village Marina, Watkins Glen, New York

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## Corrections

If you notice any newsletter or web site errors, please contact the editor. Your feedback is appreciated!

editor@FLYC.US

## Inclusivity

There is a certain allure or attraction to “exclusive” events and activities. Some would say that boating is exclusive, but I would argue it is quite the opposite.

Boating is not an exclusive skill that can be mastered on its own. Rather, it encompasses a broad collection of subjects if one is to become proficient at the hobby.

Aside from the obvious skills needed for seamanship and general boat handling, there are numerous peripheral skill sets and talents that make for a better boater.

For example, a working knowledge of meteorology can be very practical to know just how long you can milk that perfect summer afternoon before the thunderstorm shows up. Add some basic mathematics for navigation. Then there are the

broad range of operational subjects (e.g., electrical, mechanical, and chemical) needed to repair, maintain, and clean one’s vessel. Don’t forget the trades such as plumbing, motor repair, carpentry, electrical, fiberglassing and canvas work.

Softer skills are equally important. Proper people management is vital to avoid the social unpleasanties of a mutiny. Similarly, there is an art to reading the wind, the waves, and the shape of one’s sails.

But mostly, it seems that the more self-reliant we each become as boaters, the more we help one another in the yard, at the dock, and on the water. We learn. We share.

No, I think boating, and boaters, are quite inclusive. - Editor

## Commodore's Comments

By Barry Lewis, SV *Kestrel*



I would like to thank Steve Howard, our Vice Commodore, for the new Officer Burgees that he has donated to the club. Officer burgees should be flown from the starboard flag halyard immediately below the club burgee and should be flown only when the officer is aboard.

Two events on the calendar are being rescheduled: The Commodore’s Race is being switched with Race #4. Race #4 will now be July 25<sup>th</sup>. The Commodore’s Race and After Race Celebration will now be held on August 8<sup>th</sup>. The race will be to Smith Park again this year. The After Race Celebration will be held in the Upper Pavilion at Smith Park, where the winner of the race will be announced. All main dishes will be provided. Feel free to bring any deserts you would like to share and beverages of your choice. I hope you are all able to join us for this mid-season event.

I have heard a few questions about the restaurant using the club’s tables and chairs... The Village Marina is the “home port” for the FLYC. The marina lets us keep our trailer there at no cost and we have been able to hold events on the deck of the restaurant. From time-to-time the club has let the restaurant use our tables and chairs for their events. If you have any questions or concerns about how the trailer or other club assets are handled or maintained, please contact any of the club officers for

more details.

As always, please contact me with any questions or comments. I am usually found on *Kestrel* or wandering around the marina during the season. In the meantime, email me at [commodore@flyc.us](mailto:commodore@flyc.us).

- Barry



Commodore



Vice-Commodore



Rear-Commodore



Secretary



Treasurer

## From the Vice Commodore

by Steve Howard, SV Horseplay



In the boating industry we often hear from boaters who tell us they are thinking about selling their boats. Their reasons all seem to make some sense; too little time after Mom and Dad get home from work, too many activities that the children are into (taking up what little time might be left after Mom and Dad get home from work), the expense of the boat (purchase price, upgrades/repairs, insurance, slip fees, storage, time investment, etc.) divided by the number of times that the boat is used seems too expensive per trip to justify.

I do sometimes question the cost per trip at the end of the season. Then again, I have to add in the times that I crewed for Jim on *Brewster*. If I decide that I could've gone out on *Horseplay*, it counts as a day out.

But, do we HAVE to use the boat EVERY weekend? Do we feel guilty when we do other activities (whether we do them voluntarily or not)?

A recent article in Sail Magazine tripped a trigger in my own thinking.

Is it better to judge a season of sailing/powerboating/paddling based on a quantitative or on a qualitative basis?

What is the dollar value of feeling the wind on your face as you beat to windward; the vibration of the tiller in your hand as you are rail-down on a screaming beam reach; believing

that you tweaked out that extra knot (half-knot? quarter-knot? tenth?); seeing the expression on the face of your guest (friend, spouse, child, grandchild) change from a bit of trepidation when leaving the dock (or at the instant of that first heel-inducing puff) to one of near ecstasy as the day progresses and a sort of comfortable excitement comes about; or letting things quiet down on a well-set anchor for a night in some bomb-proof hurricane hole (or for that matter tied to the dock on a mid-week night in the almost totally deserted marina) with a chilled beverage in hand?

SpinSheet (spinsheet.com) and PropTalk (proptalk.com), the Chesapeake Bay's sailing and power boating magazines, have started recognizing folks who spend 100 days with their boats, enrolling them into the Century Club (complete with flag to fly and acknowledgement in the magazines). You don't have to go sailing 100 times during the year to qualify. Stopping by in the winter to check on the cover, splicing new lines onto the fenders you got for Christmas, sanding or washing or waxing for part of a day in the spring, spending a couple of afternoon hours sitting in the cockpit at the dock, or even attending a boat show looking at the new goodies, all count towards the 100.

However you choose to rate your "participation" and the "value" of your boat ownership, the idea is to guiltlessly enjoy your boat(s) and understand that most all of us feel this way. You are not in this alone.

The boating season is now full-on. See you there.

You can catch me at Slip 221 or email me at [vc@flyc.us](mailto:vc@flyc.us).

- Steve

## From the Rear Commodore

by Jim McGinnis, SV Brewster



The 2015 racing season is upon us. See the full race schedule in the calendar section of the newsletter. Race #1 is June 6<sup>th</sup> with the Skippers' Meeting at 13:00. We expect that by then crews will really be ready to go sailing. This year as always, we will work to vary the course to change up the race direction and to take advantage of the prevailing winds. We have eight races this season for points and in addition we'll have a Beginning Skippers race, the Grape Harvest (a staggered start race based on handicap) and of course the Commodore's Cup Race. Racing is a great way to learn how to sail your boat to its best performance. There's nothing like staring at the stern of a competing boat to make you check everything over twice. (At least that's what I heard from Wilbur.) Additionally, the Junior Sailing Program will be joining us for several of the races during the season. So we have a busy summer ahead. See you out there!

- Jim

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If you want to get involved, or just have a question about racing at FLYC, contact Rear Commodore Jim McGinnis ([rc@flyc.us](mailto:rc@flyc.us)).



2015 Volvo Ocean Racing

## From the Treasurer

by Denis Kingsley, SV Tark

The treasury is filling with booty, swag, and loot otherwise know as dues and payment for guest meals. We continue to be solvent rather than filthy rich and all expenses have been paid,

All donations gratefully accepted.

- Denis



## Socially Speaking

by Rebecca Lewis, SV Kestrel

I'll bet you are just as excited to be back at the marina as I am. It really is wonderful seeing all the activity going on and visiting with everyone again.

May 2<sup>nd</sup> was the FLYC shed update. [see page 8 – Ed.] A big thank you goes out to all of the people who came out to help. John Read gathered all the supplies needed and they were transported with the help of recruits Calum Lewis and Mike Coward (both of whom stuck around to do some carpentry work as well). The paint job looks great and with the help of our team of skilled carpenters we now have shelving to hold storage bins for our party supplies. It's great to have everything organized and easily accessible. Would you believe it was all completed in less than 3 hours? Thank you everyone!

The second event held was our Block Party. Because the weather was questionable (and every weather report gave different storm times), up went the tent and we had the party on the lawn. I do believe that was the solution that held the storm at bay. Thank you again to everyone who helped.

Don't feel like you've missed out on all the fun. Great things are happening the month of June, too! The Watkins Glen Waterfront Festival takes place June 19<sup>th</sup> with lighting of the boats. Prizes will be awarded to participants at our Post Lighting Social so bring a chair, appetizers, and your favorite beverage to find out if you are one of the lucky winners. The Watkins Glen Cardboard Boat Regatta will be held June 20<sup>th</sup>. Parking permits are required for this weekend so make sure to get them when they become available. And finally, the 2<sup>nd</sup> Annual FLYC Father's Day brunch will be held on June 21<sup>st</sup>. We had a fantastic turnout last year. Bring a dish to pass and let's hope that the weather is just as beautiful again this year. As always check your emails for latest news and our calendar of events is available at <http://www.flyc.us>.

Looks like it's going to be another great season!

- Rebecca, FLYC Social Committee Chair



## News From The Web

by Tom Alley, FLYC Webmaster

The password for the members-only section of the club web site has been updated. If you did not receive the new password when you renewed your membership, please contact either the club secretary (Sue Morris, [secretary@flyc.us](mailto:secretary@flyc.us)) or the club webmaster (Tom Alley, [webmaster@flyc.us](mailto:webmaster@flyc.us)).

As a reminder, this password is only for members and should not be shared outside of the club. This will prevent personal information (e.g., names, addresses and phone numbers) from getting into the wrong hands. Please respect your fellow members by not sharing the club password.

- Tom

### About FLYC Racing

All times indicate the beginning of the skippers' meeting prior to the race. This meeting is mandatory for anyone wishing to compete. Each boat must have at least one representative at this meeting.

### Early Bird Race

Also known as the "Rig Tuner's Regatta," this race is held in the pre-season to allow skippers to blow the cobwebs out of their boats and crew and tune up for the coming season.

### FLYC Summer Series

This is a series of eight races held on weekends in June through September and is used to determine the club champion each year. Scoring is done per USSA PHRF handicapping with some slight modifications to allow for "golf-style" adjustments to keep things competitive.

### FLYC Commodore's Cup

The club's signature event held in late July or early August. It consists of a longer race of 8 to 15 miles. A beach party usually follows where contestants and cruisers anchor out overnight.

### The Grape Race

A way to enjoy the fall foliage and get one last race in before the long winter.

### Handicapping & Scoring

Handicaps are assigned using the PHRF system with some local adjustments. Scoring is done using the time-on-distance calculations.

### Additional Information

For additional information on the FLYC racing program and for the most current schedule and scoring results, please refer to the club web site and click on the "Racing" link.

### Other FLYC Fleet Events

Not into racing? Join the FLYC fleet for some cruises to various points on the lake! Contact either the Cruise Director, Vice-Commodore, or the club web site for additional details.

## From the Secretary

by Sue Morris, SV Sails Call

Ahoy to everyone!!

So happy to have summer come once again! FLYC has had some great events to kick off the new 2015 season.

Thank you to those who have paid their membership dues. If you haven't, please send them my way. The dues are \$45 this year.

If you haven't received your FLYC membership card yet, please see me at the lake. I tried to catch as many of you as I could at the Memorial Day picnic. The picnic was a great success and so happy to see so many of our FLYC lake family!

This summer is a busy one for me so if you can't find me, please don't hesitate to ask one of the other club officers to help.

Have a safe and happy boating season!

- Sue



## Do Unto Others

by Steve Howard, SV Horseplay

With the summer boating season right around the corner, it won't be long before the lake comes alive with boats of all types and sizes. Whether fishing boat, daysailer, kayak, power cruiser, or even go-fast, the respective captains are all out there in order to have a good time in their own way.

In order for this to work well, we all need to understand how our own actions can affect the enjoyment of others.

It'll be good to keep all of this in mind.

### 1. Make Room for each other

With many, many square miles of water to enjoy there's no reason for a sailboat to sail through the casting circle of a fisherman (or to cut right off the stern of someone trolling, and cut off his lines) or for a powerboat to pass just off the stem of a sailboat. MAKE ROOM.

### 2. Use the Pump-out or Fuel Dock Quickly

This isn't the spot for a Saturday morning chit-chat. Make plans to drop a lunch-hook and catch up later. Be courteous of those waiting behind. MOVE IT ALONG.

### 3. Don't Share Your Music

Anybody who's been out on the water knows that sound travels much farther than on land. Odds are that the folks over on the other dock or anchored on the other side of the cove won't be into your taste of music. This is not the time to pump up the volume. HOLD IT DOWN.

### 4. Watch Your Wake

Understand what size wake your boat creates at different speeds. Most powerboats make the largest wake just before getting up onto, or coming down off of, plane when plow-

ing along. Don't come down off plane just as you approach a sailboat or paddle craft, keep well clear or stay on plane. KNOW YOUR WAKE.

### 5. Keep Your Halyards from Slapping

Sailboaters owe it to overnighters to keep their halyards from slapping against their aluminum mast. If you've ever tried to sleep near a boat with loose halyards, you've experienced mental torture of the nautical kind. Be considerate. BUNGIE THOSE HALYARDS.

### 6. Keep Your Slip Area Uncluttered

When loading up the boat for the weekend make sure you don't create obstacles for other slip holders on your dock to negotiate. Stay with your things until they're packed aboard. KEEP IT NEAT.

If we boaters spend a little more time this season considering how our actions impact the enjoyment of our fellow boaters, it'll be a great summer for everyone. And while you're at it, acknowledge those courteous gestures with a wave of the hand.

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Based on an article by L. Alan Keene in *Upper Bay Boating*

## The Model Skipper

by Bill Gladstone, North Sails

### Having Trouble Building a Winning Program?

Here are twenty-one team-building techniques we've observed:

1 – When it is time to put up the jib prior to the start on a blustery day, sail a close reach to maximize spray across the foredeck. By soaking the crew prior to the start they won't be so reluctant to get wet during the race. (Do not reach off in an effort to keep the foredeck dry or to position yourself downwind so you can tune up while beating back.)

2 – If things are going slowly during a late spinnaker hook up, shout instruction from the helm. While it may be difficult to hear details, a simple yell of "HURRY UP" provides lots of inspiration. Since the crew is generally taking its time, waiting for inspiration, the "Hurry" hail is always a big help.

3 – When you are steering upwind, pinch up above close-hauled until the foredeck crew hails back, "Stop Pinching." It's the only way you know their head is in the game.

4 – Wait until the last possible moment to make your mark rounding call. Jibe set? Float Drop? Don't tell anyone until the last second. The crew loves a challenge. If you tell them too early, the challenge is gone. (Truth is, the crew generally have it figured out long before you do, so your late announcement won't matter much...)

5 – Sail with old sails. That way, if (when) you lose, you'll have a handy excuse, so the crew won't have to take the heat. Likewise, use faulty or broken equipment, and don't upgrade.

6 – Don't practice. How many times do I have to tell you, this is a leisure activity, not a sport? And who's got time for practice anyway – there's hardly enough time to make the races, much less get out for extra sailing time. Besides, people learn best under pressure.

7 – Separate yourself from the crew. For example, buy yourself imported beer, but treat your crew to domestic swill. This will firm up the bond among the team members while reinforcing a critical hierarchy.

8 – Keep your starting plan a secret. Or better still, don't make a plan. Your ability to ad-lib will show your crew you are a "flexible thinker," without "rigid preconceptions."

9 – Claim accomplishments for yourself, and blame your crew for any failings. For example, use the "I" word when talking about victory, and the "they" word when describing mistakes. Remember, there is no "We" in "Victory," and no "I" in "Screw up."

10 – Arrive late. Set a dock time well before the race to make sure the crew is all there when you arrive. You shouldn't have to wait around for them.

11 – Get out to the race area at the last possible moment so you don't tire the crew by tuning up or making wind observations. We're here to race.

12 – Sail shorthanded. By sailing with less than a full complement of crew everyone stays busier and has more room to move around.

13 – Tack without hailing. Don't you hate how the boat heels over when all the crew jumps off the rail at "Ready About?" Well, skip it. Just put the helm down, and watch them scurry like rats when their feet get wet.

14 – Don't clean the boat's bottom. Have you ever rubbed your hand across the scum that grows on a boat bottom after a couple of weeks in the water? That must be the slickest stuff known to man! Why wash it off when it is sure to create a slick bottom finish?

15 – Do not feed your crew. Keep them hungry for victory.

16 – Do not thank your crew. You are paying the bills. They should be thanking you!

17 – Yell at your crew. If they aren't doing what you want, or aren't moving fast enough, it must be because they don't know what you want. If they don't seem to respond, yell louder so they'll understand. Keep saying the same thing over and over, louder and louder. This works great in foreign countries too.

18 – If your crew reports tactical observations about the wind, current or fleet, snap back with a curt, "I know." Otherwise they might claim credit for a tactical insight. Besides, all that chatter is distracting anyway. You can look around while you drive to see for yourself what is going on.

19 – Keep all your cruising clutter aboard. If you take off all your cruising gear then your crew will think there is plenty of room for them to bring their sailing gear, which will add unnecessary weight.

20 – Complain about your rating. The damn politics of it all. Your crew will be comforted to know they are not responsible for the poor results. It was hopeless from the start.

21 – Don't waste your time reading or attending seminars. It's just talk, talk, talk. You can't learn that way, and there's really nothing new. Truth is, you're already doing all the recommended stuff. So stop reading and burn this book right now!

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*Bill Gladstone can be reached via e-mail at [Bill@NorthU.NorthSails.com](mailto:Bill@NorthU.NorthSails.com).*

*Thanks, Bill, for sharing this with us!*

- Editor

## Not-So-Common Sense

by Steve Howard, SV Horseplay

Whether at the wheel of a powerboat motoring out of the creek or at the helm of a sailboat tacking off of Hector Falls, safe and competent boaters need a special set of skills that only experience can teach. But there is another component to safe boating that can't be learned so easily. It's called common sense and if you use it, you and your crew are in good hands. If you don't, all the sail trimming and seamanship skills won't make for a safe and enjoyable ride. Here are five examples of poor decision-making that can ruin your day, or worse.

1. **Allowing your ego to dictate your decision to venture out if higher winds and seas will be extremely challenging for your boat and/or your boating skills.** Keep your boat in its slip or on its trailer and wait for better weather. A decision to head out under those conditions is often driven by pride and we all know where pride can lead. Use common sense and stay put.
2. **Failing to insist that all non-swimmers aboard wear PFDs.** A boat is an unstable environment. People can, and often do, fall overboard. Safely retrieving a strong swimmer is often difficult. Sadly, it's often impossible to save a non-swimmer. Allowing a non-swimmer to be onboard unprotected is putting that person's life in peril. Use common sense and insist that that person wear a PFD. For that matter, why doesn't everyone wear one? Many years ago I visited a friend and while he and his wife were otherwise occupied, I took his two boys (probably 6 and 4 years old) down to their 34-foot Sabre. The kids were smarter than I was. They knew that they were not even allowed to step off of dry land onto the dock without their PFDs on and buckled. They stood there at the base of the ramp until I came back from the boat with their vests. Unless they were below in the cabin, the vests were ALWAYS on. Both of these boys became champion junior sailors on Long Island Sound, becoming crew in strong demand.
3. **Spending money on the frills and not the basics.** Before you purchase those new waterproof speakers for the cockpit or the color-coordinated cushions you've dreamed

about, spend your money on repairing (or better, replacing) that faulty depth sounder or VHF radio that only works every so often. Those cushions won't keep you off the mud flats over near the creek or be able to call for help once you're stuck there. Use common sense and keep your vital equipment in good working order.

4. **Unwillingness to give way, no matter what.** We've all found ourselves on a collision course with another boat and waiting for him or her to alter course. It sometimes becomes a battle of wills. Before you find out whether the other captain is preoccupied or just wants to be a jerk, use common sense and tack or veer away. There's no value in being dead right if you're dead. Even when racing Rule 14 states that "a boat shall avoid contact with another boat if reasonably possible." Yes, you "shall be exonerated if (you) break this rule and the contact does not cause damage or injury", but why not just avoid the time in the protest room.
5. **Beginning the party too early.** Many boaters, who would never think of getting behind the wheel of a car after 4-5 beers, don't think twice about heading out on the boat in that condition. Maybe it's all that open space out there and the scarcity of other boats that makes them feel safe, but whatever the reason, they're endangering themselves, their crew and other boaters who might come into their immediate area. Why not wait until you get to your destination and then celebrate both the beautiful day and your successful trip. And while you're at it, why not pick a "Designated Captain" to bring you and your crew safely back home.

**As we start a new season, let's do everyone a favor and make smart decisions on the water. We owe it to everyone who loves being out there to make it as safe and fun as we can. Let's put Common back into Common Sense.**

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*Based on an article in Upper Bay Magazine by L. Alan Keene.*

## To Go or Not To Go

by Don Finkle, RCR Yachts

Last Wednesday it was quite windy here in Youngstown, blew all day at about 20-25 knots and the forecast was for a line of storms to come through in the evening. As everyone tightened their rigs and got ready for a night of fast sailing it soon became apparent that the black cloud advancing from the west might interfere with the evening's fun. In this day and age of cell phone weather radar it is easier to see what is coming your way, even before the clouds are visible. The RC [*Race Committee – Ed.*] took a look at the radar, the dark sky, and considering that it was the first race of the season and the water is still cold, they abandoned before most boats had left the dock. The front did come through and after it passed we enjoyed a beautiful evening, albeit by then at the club bar. If the storm had passed an hour or two before it did we could have gone sailing. There did not seem to be much disagreement with the RC's decision however.

The decision by the skipper to race or not, and the decision of the RC to start the race or not, is sometimes difficult. There are many factors that go into the decision and all should be considered. The wind strength, the sea state, the air temperature, water temp, preparedness of the sailors, etc. Safety is the number one concern of course, and it is not wise to put people in harm's way if they are unprepared. However, the only way to learn to sail in heavy weather is to sail in heavy weather. Ideal-

ly the boat and equipment should be up to the task and the crew needs to be aware of what they are getting into. It is best for experienced hands to teach the others while actually doing. A bunch of novices can get themselves in trouble right quick. Gradually step up from what you are comfortable with until you develop more confidence. But deliberately storm chasing is not smart if you are not ready.

The RC has a problem similar to that of the skipper of a vessel, they need to be aware of the level of sailors they are presiding over. It is safe to assume that those competing in a World Championship are more skilled and experienced than your weeknight club racing fleet. In the latter instance there will be some who are up to the task but many won't be. Sometimes you need to protect people from themselves, especially if they are not really aware of the consequences due to lack of experience. Being a race officer in questionable conditions is not always fun, you will have people at both sides questioning your decision. In the end we want people to be safe and enjoy the experience.

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*Don is the CEO of RCR Yachts and frequently allows us to reprint articles from RCR's newsletter in our own publication.*

Recent FLYC Events

photos by Rebecca Lewis, SV Kestrel



May 9<sup>th</sup> – Fixing up the “FLYC Club House” with some fresh paint on the outside and cleaning out/organizing the inside.





## Recent FLYC Events

photos by Rebecca Lewis, SV Kestrel

May 16<sup>th</sup> – Block Party in the Boatyard. The weather looked potentially uncooperative, so the party was moved to the park and the tent was put up. It worked – no rain and a good time for all!



## 2015 FLYC Event Calendar

### June

- 6 08:30 Saturday Morning Kaffee Klatch.  
13:00 Race #1  
17:00 Post-Race Social Hour
- 13 08:30 Saturday Morning Kaffee Klatch.
- 19 Watkins Glen Waterfront Festival\* & Lighting of the Fleet. Prizes awarded for best decoration and most original. Event for both sailboats and powerboats.
- 20 Watkins Glen Waterfront Festival\*  
08:30 Saturday Morning Kaffee Klatch.  
12:00 Cardboard Boat Regatta\* (Note: Marina parking restrictions will apply.)
- 21 11:00 Fathers' Day Brunch. Bring a dish to pass.
- 27 08:30 Saturday Morning Kaffee Klatch  
13:00 Race #2  
17:00 Post-Race Social Hour

### July

- 4 08:30 Saturday Morning Kaffee Klatch  
17:00 All American Picnic. Bring a dish to pass FLYC to supply the main dish 17:00 Social 17:30 Dinner.  
Dusk – Watkins Glen Fireworks (Clute Park)
- 10-12 Watkins Glen Wine Festival\*
- 11 08:30 Saturday Morning Kaffee Klatch
- 12 13:00 Beginning Skippers' Race
- 18 08:00 Saturday Morning Kaffee Klatch  
13:00 Race #3  
17:00 Post Race Social Hour
- 23-26 Glenora Wine Cellars Vintage Grand Prix\* (at the WGI racetrack)
- 25 08:30 Saturday Morning Kaffee Klatch  
13:00 Race #4  
18:00 Old Salt's Sea-fest Dinner. Bring a dessert and beverage. 18:00 Social, 18:30 Dinner.
- 31 Watkins Glen Italian-American Festival\*

### August

- 1-2 Watkins Glen Italian-American Festival\*
- 1 08:30 Saturday Morning Kaffee Klatch
- 6-9 NASCAR at the Glen\*
- 8 08:30 Saturday Morning Kaffee Klatch  
10:00 Commodore's Cup Race Skippers' Meeting  
11:00 Commodore's Cup Race Start  
17:00 Commodore's Cup Post Race Celebration
- 15 08:30 Saturday Morning Kaffee Klatch  
13:00 Race #5  
17:00 Post-Race Social Hour
- 22 08:30 Saturday Morning Kaffee Klatch
- 29 08:30 Saturday Morning Kaffee Klatch  
13:00 Race #6  
17:00 Summer Siesta. Chicken fajitas provided by FLYC. Bring a dish to pass. 17:00 Social, 17:30 Dinner.

### September

- 5 08:30 Saturday Morning Kaffee Klatch  
17:30 Homemade Soup/Chili & Chocolate Dessert Cook-Off Contest
- 11 Vintage Grand Prix\* (road rally through town)
- 12 Seneca Yacht Club Barge Race.\* Geneva, NY. Possible FLYC club cruise to Geneva for tailgate party & cheering section.
- 19 08:30 Saturday Morning Kaffee Klatch  
13:00 Race #7  
17:00 Post-Race Social Hour
- 26 13:00 Race #8  
17:00 Post-Race Social Hour

### October

- 3 13:00 The Grape Race  
17:00 Post-Race Social Hour with grape-themed menu.
- 8-12 Annapolis Sailboat Show\*
- 15-18 Annapolis Powerboat Show\*
- 31 Last date for haul-out.

### November

- 7 FLYC Annual Meeting & Awards Banquet

\* Non-FLYC events.

# Finger Lakes Yacht Club

## Membership Application

Membership renewals are due by May 1<sup>st</sup>. **Annual dues are \$45.**  
Please send this form and a check to:

Finger Lakes Yacht Club, Inc.  
c/o Sue Morris, Secretary  
P. O. Box 14  
Pine Valley, NY 14872

Are you also a member of the  
U.S. Power Squadron? If so,  
please check this box.

Application:       New member                       Renewal

**Important:** Please be sure to include the names of all of your "dependent" family members.  
This will ensure that membership privileges are awarded properly.

Name(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Please indicate which areas interest you:  
 Racing                       Web site  
 Cruising                       Sailing classes  
 Social activities               Junior Sailing  
 Newsletter                       \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: Home: (\_\_\_\_) \_\_\_\_\_                      Work (\_\_\_\_) \_\_\_\_\_  
Cell: (\_\_\_\_) \_\_\_\_\_

E-mail: \_\_\_\_\_

Boat Name \_\_\_\_\_                      Type:     Sail                       Power  
Make/Model \_\_\_\_\_                      Length \_\_\_\_\_  
Boat Year \_\_\_\_\_                      Location/Slip# \_\_\_\_\_

By this application, I/we promise to uphold the By-laws of the Finger Lakes Yacht Club, Inc.  
and to comply with its rules and regulations.

Signature(s) \_\_\_\_\_                      Date \_\_\_\_\_